

# Transactions

## JANUARY/FEBRUARY 2004

TRANSPORTATION NEWS  
FOR THE NINE-COUNTY  
SAN FRANCISCO BAY AREA



### Facts & Figures

#### Regional Measure 2 Project Highlights

The majority of funds in the expenditure plan are dedicated to new transit options in the bridge corridors. In addition to investing heavily in commuter rail, the plan calls for boosting ferry service and deploying more express buses across the bridges.

#### Capital Investments

(Millions of dollars)

- \$171** Comprehensive regional express bus network
- \$150** New Transbay Terminal/ Downtown Caltrain extension in San Francisco
- \$143** Seismic strengthening of BART's transbay tube
- \$135** Dumbarton commuter rail
- \$125** BART extensions to Warm Springs and the Oakland International Airport
- \$110** Various freeway bottleneck/ carpool-lane improvements
- \$100** Interstate 80/680 interchange improvements (Solano County)
- \$96** Rail connection to East Contra Costa County (e-BART)
- \$84** New ferries and dock enhancements
- \$51** Fourth bore for the Caldecott Tunnel
- \$42** TransLink® transit smart card
- \$40** San Francisco Muni Third Street light rail and historic streetcar expansion
- \$35** Sonoma-Marín commuter rail extension to Larkspur/ San Quentin
- \$20** Safer bicycle and pedestrian access to public transit
- \$20** Real-time transit information

#### Operational Investments

(Millions of dollars annually; in some cases, amounts will rise in subsequent years)

- \$18.3** Ferry service
- \$12.3** Express bus service
- \$5.5** Dumbarton rail
- \$3.0** AC Transit
- \$2.5** San Francisco Muni
- \$1.8** Night-owl bus service in BART corridors

## Regional Measure 2 Fuels System Expansion With \$1 Bridge Toll Hike

MARCH 2004 PRIMARY BALLOT TO GIVE VOTERS CHANCE TO EXPAND COMMUTE OPTIONS

Bay Area voters will soon get a chance to decide whether they want to take regional mobility issues into their own hands. A bill authored by state Senator Don Perata (D-Oakland) places a Regional Traffic Relief Plan on the March 2, 2004, ballot in Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara and Solano counties. If approved, the plan would be funded through a \$1 toll increase on the Bay Area's seven state-owned toll bridges, and is expected to raise approximately \$125 million annually to help relieve traffic congestion and enhance the convenience and reliability of the region's public transit system in the vicinity of bridge corridors.

### Questions and Answers About Regional Measure 2

#### What projects are included in the expenditure plan?

The expenditure plan addresses three major goals: beefing up public transit service in the bridge corridors; enhancing transit safety while improving the connectivity of the region's various bus, rail and ferry systems; and relieving traffic bottlenecks in the bridge corridors. Approval by Bay Area voters of Regional Measure 2 (RM 2) will trigger the toll hike and activate the plan, providing \$1.5 billion over the next 35 years for capital investments ranging from BART extensions and new bus purchases to strategic highway improvements (see list to left).

Recognizing that covering operating costs is critical to improving transit service, the plan dedicates up to 38 percent of total annual revenues to these expenses, an

effective July 1, 2004. Fees for larger trucks likewise would rise by \$1. The toll increase would affect the seven state-owned toll bridges, but not the Golden Gate Bridge, which is run by a separate district and already charges a \$5 auto toll. The Bay Area Toll Authority (an offshoot of MTC) would accelerate project schedules by issuing bonds backed by the new revenue stream.

#### When did voters last raise tolls and how was the money spent?

RM 2 is the successor to Regional Measure 1 (RM 1), which was passed by voters 15 years ago, in 1988. RM 1 raised fees on several of the region's state-owned toll bridges so as to reach a uniform \$1 toll. Proceeds from that set of toll hikes have funded a series of sorely needed mass transit and bridge expansion/replacement projects, including the just-opened westbound span of the Carquinez Bridge. The second dollar of the current \$2 toll was added by the state Legislature in 1997 (effective January 1998) for critical seismic retrofitting of five Bay Area toll bridges.

#### How were the projects in Regional Measure 2 chosen?

In 2002, the California Legislature initiated hearings on Bay Area traffic congestion. Spearheaded by Senator Perata, the Senate Select Committee on Bay Area Transportation reviewed traffic forecasts — most notably an anticipated 50 percent increase in transbay travel by 2025 — and determined that new investments in the bridge corridors, particularly new public transit options, were needed along with a new revenue source. Concluding that a bridge toll increase was the most appropriate funding mechanism, legislators convened a public advisory committee to develop an expenditure



plan. Representing transportation, business, environmental and social equity interests, the advisory group screened individual projects according to rigorous performance measures covering everything from cost-effectiveness and congestion relief to environmental and social equity impacts. The group's findings coalesced into an initial expenditure plan that became the heart of Perata's Senate Bill 916. The Legislature approved the bill in September 2003, paving the way for placing RM 2 on Bay Area ballots.

#### What is required for passage?

As a user fee rather than a tax, RM 2 requires a simple majority (50 percent plus one) of the combined votes in the seven participating counties. If the measure fails to garner a majority in one or more counties, it still can win passage provided the combined results from the seven counties meet the threshold.

#### How does the state budget crisis relate to Regional Measure 2?

Not only is the state fiscal crisis threatening to undermine the region's transportation network, but also, Congress is debating the size and scope of federal transportation programs. RM 2 offers the region's voters a chance to consider self-reliance — to proceed forward with building long-awaited congestion-relief and safety projects despite uncertainties at the state and federal levels.

For more details, view the RM 2 ballot description at <www.mtc.ca.gov>.



amount expected to reach approximately \$48 million annually by 2016. At the same time, RM 2 makes public transit more convenient by investing in new technology, like real-time transit information at transit stops, and TransLink®, the universal transit fare payment card.

#### Which agency will allocate the toll revenue?

MTC will allocate toll revenue for public transit projects intended to help relieve traffic congestion on the bridges. If a project included in the plan runs into problems down the road, the legislation permits MTC to redirect the funds to another regional transit project within the same bridge corridor provided MTC consults with the project sponsor and holds a public hearing.

#### How will the toll increase work?

The current toll of \$2 (charged in one direction only) for autos and two-axle trucks would go up to \$3,

## Calendar

Unless indicated otherwise, all meetings take place at:  
Metropolitan Transportation Commission  
Joseph P. Bort MetroCenter  
101 Eighth Street, Oakland  
Lawrence D. Dahms Auditorium

### THURSDAY FEBRUARY 5, 2004

**10 am**  
Elderly and Disabled Advisory Committee

### MONDAY FEBRUARY 9, 2004

**1:30 pm**  
Partnership Technical Advisory Committee

### TUESDAY FEBRUARY 10, 2004

**3:30 pm**  
Minority Citizens Advisory Committee

### WEDNESDAY FEBRUARY 11, 2004

**9:30 am**  
Administration Committee\*

**10 am**  
Bay Area Toll Authority Oversight Committee\*

**10:15 am**  
Programming and Allocations Committee\*

**12:30 pm**  
MTC Advisory Council

### FRIDAY FEBRUARY 13, 2004

**9:30 am**  
Planning and Operations Committee\*

**10 am**  
Service Authority for Freeways and Expressways Operations Committee\*

**10:15 am**  
Legislation Committee\*

### WEDNESDAY FEBRUARY 25, 2004

**10 am**  
Metropolitan Transportation Commission\*

### WEDNESDAY MARCH 3, 2004

**9:30 am**  
Administration Committee\*

**10 am**  
Bay Area Toll Authority Oversight Committee\*

**10:15 am**  
Programming and Allocations Committee\*

**Public Hearings:**  
• 2003–04 and 2004–05 Federal Transit Administration Formula Programs (tentative)  
• Draft 2004 Regional Transportation Improvement Program

### THURSDAY MARCH 4, 2004

**10 am**  
Elderly and Disabled Advisory Committee

### FRIDAY MARCH 5, 2004

**9:30 am**  
Planning and Operations Committee\*

**10 am**  
Service Authority for Freeways and Expressways Operations Committee\*

**10:15 am**  
Legislation Committee\*

### MONDAY MARCH 8, 2004

**1:30 pm**  
Partnership Technical Advisory Committee

### TUESDAY MARCH 9, 2004

**3:30 pm**  
Minority Citizens Advisory Committee

### WEDNESDAY MARCH 10, 2004

**12:30 pm**  
MTC Advisory Council

\* Webcast on <www.mtc.ca.gov>

**Note:** Dates, times and locations of MTC meetings may change. Please confirm by calling 510.464.7787. Agendas, updated meeting schedules and packets for MTC standing committees are posted on MTC's Web site: <www.mtc.ca.gov>.

PHOTO CREDITS TOP TO BOTTOM: AC TRANSIT, DINO VOURNAS; BART, JOHN BENSON; CALTRAIN, ALAN FUNG



MTC Reaches Out to Region's Low-Income and Minority Communities

Guided by recommendations from thousands of Bay Area residents, Phase 1 in the development of the *Transportation 2030 Plan* came to an end in December as the Commission adopted six new goals for the plan, a five-point platform for transportation and land-use integration, and an investment strategy that balances the region's enormous transportation needs with severely limited resources.

After kicking off the planning process with a regional summit in June 2003 that drew an overflow crowd of nearly 500, MTC waged a multifaceted public involvement campaign that included:

- a telephone poll of 3,600 residents — both voting and non-voting — from throughout the Bay Area;



JOYCE BENNA

At the Transportation 2030 workshop in Concord, MTC encouraged community participation by providing free child care.

- some 30 public workshops, with a special focus on input from lower-income and minority communities;
- focus groups with a cross section of the public held around the region to allow more in-depth discussion of the major choices and tradeoffs;
- an interactive online Budget Challenge, taken by over 530 visitors to the MTC Web site.

"The outreach was carefully aimed to hear in particular from lower-income residents and members of minority groups, both of which tend to be bypassed by the traditional planning process," said MTC

Deputy Executive Director Therese McMillan. MTC enlisted community-based organizations to cosponsor meetings in targeted neighborhoods, providing grants to cover meeting costs as well as child care and translators for participants.

At the heart of the package adopted by the Commission in December is a strategy for divvying up nearly \$4 billion in uncommitted funding set aside for regional projects over the next 25 years (see the adjacent Commission Actions for details). In Phase 2, which launches in early 2004, MTC will work with county congestion management agencies to assign another \$5 billion to locally determined projects. At the same time, MTC will look at ways of expanding the funding envelope to keep pace with the burgeoning demand for new services and facilities.

— John Goodwin

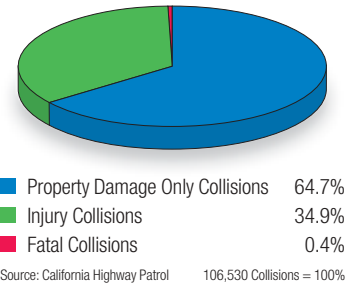
Facts & Figures

Accidents Creep Up While Injuries/Fatalities Decline

The bad news is that the total number of motor vehicle collisions in the Bay Area rose 2 percent in 2002, to 106,530. The good news is that the entire net increase was accounted for by collisions resulting in property damage only, which as a group comprise almost two-thirds (64.7 percent) of all motor vehicle collisions (see pie chart). Collisions involving either injuries or fatalities were down by 3 percent in 2002 (to 37,618), the second straight

annual decline in this key indicator of transportation safety. In fact, as shown on the table below, the number of injury-and-fatality collisions is at its lowest point in the last five years.

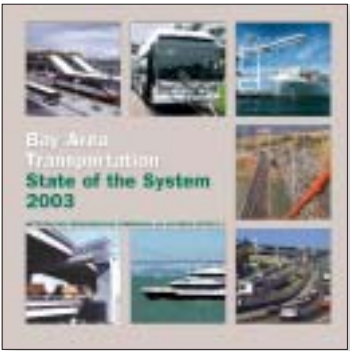
Motor Vehicle Collisions in the Bay Area in 2002



That being said, the number of injury collisions and fatal collisions fluctuated within a fairly narrow range during the five-year period from 1998 to 2002. The same holds true for property-damage collisions and total collisions. Only time will tell whether year-to-year changes in the data indicate a trend, or whether they are merely normal variations in a relatively stable phenomenon.

Interestingly, although freeway driving accounts for approximately 60 percent of all vehicle miles driven in the Bay Area, only about one-quarter of all collisions occur on freeways.

— Joe Curley



**Now Available:** The information in the adjacent article is excerpted from the just-released *Bay Area Transportation: State of the System 2003*. This is the second year that MTC and Caltrans District 4 have published this handy reference tool, which tracks trends in regional mobility and safety, including transit on-time performance, freeway congestion, carpool-lane time savings, collisions involving pedestrians/cyclists and the like. The report also gauges the state of repair of various components of the region's transportation network.

The report can be viewed online at <www.mtc.ca.gov>. To order a hard copy, contact the MTC Library:  
E-mail library@mtc.ca.gov  
Fax 510.464.7852  
Phone 510.464.7836



NOAH BERGER

Legislator of the year: State Senator Don Perata

Commission Actions

December 2003

- Reached a key milestone in the development of the **Transportation 2030 Plan** by approving a strategy for investing the \$9 billion anticipated to be available over the next 25 years for new transportation investments in the nine-county San Francisco Bay Area. In one key decision, the Commission set aside \$4 billion, or nearly half of the anticipated funds, for projects with regional significance. Topping the list is the rehabilitation/replacement of worn-out transit vehicles and facilities as well as local streets and roads, which garnered \$2.3 billion. Other regional priorities include MTC's Transportation for Livable Communities/Housing Incentive Program, \$454 million; system management projects such as the TransLink® universal transit ticket and 511 Traveler Information System, \$400 million; Lifeline Transportation (to serve transit-dependent residents), \$216 million; and bicycle/pedestrian facilities, \$200 million. (MTC Resolution 3609)
- Adopted the **2004 Legislative Program**, which will guide MTC's efforts in Sacramento and Washington, D.C. To view the program, click on "Legislative Update" on the navigation bar at <www.mtc.ca.gov>.
- Honored State Senator Don Perata (D-Oakland) with the 2003 **John Foran Legislative Award**. In his role as majority leader in the California Senate and chair of the Senate Select Committee on Bay Area Transportation, Perata was the chief architect of the bridge toll package on the March 2004 ballot in seven Bay Area counties (see front page). "Senator Perata has not only been a stalwart in protecting and enhancing transportation funding in the difficult budget times we are experiencing, but also he has been the catalyst for promoting sound planning principles as we meet the ever increasing demands of our growing region," said Randy Rentschler, manager of Legislation and Public Affairs for MTC. The Foran Award is named for the former legislator responsible for writing the bill creating MTC.

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Transactions JANUARY/FEBRUARY 2004

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